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HONOLULU, H. I., FRIDAY, NOVEMBER 1, 1900.—SEMI-WEEKLY

WHOLE NO. 9229

Hawaiian Gazette.

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SEMI-WEEKLY.

ISSUED TUESDAYS AND FRIDAYS

WALTER G. SMITH, EDITOR.

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HONOLULU STOCK EXCHANGE.

Honolulu, November 15, 1900.

NAME OF STOCK. Capital Val Bid Ask

MERCANTILE.

C. Brewer & Co. 1,000,000 100 100 100

SUGAR.

Ewa 5,000,000 20 27 1/2 28 1/2

Honolulu 1,000,000 100 100 100

Haw. Com. & Sug. Co. 2,312,750 100 100 100

Hawaiian Sugar Co. 2,000,000 100 100 100

Honolulu 2,000,000 100 100 100

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WINDS AND WAVES RULE WATERFRONT

The Doric Did Not Dare Go Out Until Daylight.

ROUGH EXPERIENCES OF THE TUGS FEARLESS AND ELEU YESTERDAY

Kona Storm to Celebrate Kalakaua's Birthday—Captain Cameron Nearly Goes to the Coast Against His Will— Yachts Are Damaged.

ALL yesterday the Kona storm raged. It is raging yet, and according to all the old weather prophets on the waterfront, it is bound to continue for three or four days. From late Wednesday night, at about the time that the Doric was booked to leave for San Francisco, right on through the day, up to the present time, the furious south-east winds prevailed and had things pretty much their own way at sea, along the shore, on the windward side of this island as well as on this side.

What tales of rough experiences incoming vessels will have to tell of the fury of wind and wave remain to be heard. It was quite rough enough in the harbor and in the channel yesterday to satisfy the most exacting lover of stormy times and it has been several years since Honolulu has been visited by such a windstorm.

As the great waves around the mouth of the channel rose to threatening heights and dashed in mighty strength over the unseen and treacherous bar, boiling and breaking and booming, dashing their spray high into the air, the old natives along the waterfront shook their heads and prophesied still rougher weather for to-day, for, they said, to-day is the birthday of the King and on every birthday of the King the winds and the waves vie with each other in producing a magnificent spectacle to his glory, an awe-inspiring scene which legend and ancient story attribute to the gods who are supposed to celebrate the birthdays of Hawaiian kings in such royal style.

To-day is the birthday of King Kalakaua; this in itself is sufficient of an explanation of the condition of the weather to the minds of the older Hawaiians. But the haole sailor thinks naught of all this as he strains every muscle and makes every effort to bring his vessel safely into the harbor through the narrow channel while the angry breakers roar and the fierce Kona rages at his heels, or attempts, with the laboring tug, to assist the ponderous ocean steamer out of the harbor on her way to open sea bound for the Coast.

To look at the breakers from the waterfront, it seemed that there was no mouth to the channel at all. It seemed rather that one continuous line of towering water and boiling foam guarded the harbor, unwilling to allow the entrance or exit of any vessels.

Buoys were torn from their moorings and sent wandering through the shallow waters that hid the coral reefs, vessels lying at anchor in naval row tugged threateningly at their hawsers as if anxious to make a sudden dash for the wharfs, small sailing craft, rowboats and pleasure boats of all descriptions were tossed hither and thither on the restless, choppy surface of the waters of the harbor.

None dared venture outside either on pleasure bent or for business purposes. Japanese fishing boats lay safely sheltered from the storm behind the boat-houses. Several little yachts have been seriously damaged as a result of being badly pounded in a general mixup near the boat-houses during the dark hours of yesterday morning while the storm was at its height. A pilot boat was also a sufferer and a couple of the boat boys were slightly battered into the bargain.

The steamship Doric, which arrived from the Orient Wednesday morning, thirty-six hours behind time on account of the storm, and which was booked to leave at 11 o'clock the same night for San Francisco, remained in port until 6:30 o'clock yesterday morning. Captain Smith refused to take his vessel out while the storm was raging, very wisely deciding to wait until daylight so that he could see what he was doing. When daylight came the Doric was all ready for sea. The tug Eleu was on hand to pull her away from the wharf. But the Eleu reckoned without the power of the wind.

The wind simply gazed the great bulk of the Doric to the Pacific Mall wharf and kept her there despite the vigorous and continued efforts of the Eleu.

With the wind, and picking up Pilot Cameron, started through the channel. She had to be very careful and those on shore watched her progress with great interest. She got outside without any trouble but lost the pilotboat, which was trailing along behind, just before the mouth of the channel was reached. It seems that the line holding the pilot boat was suddenly lost astern after crushing up against the iron side of the great vessel. One side of the pilot boat was badly injured and two of the boys were slightly bruised by being thrown around in the boat. The injury to the boat was not serious enough to make her take water to any extent and at first the boys were for going outside the harbor after the Doric to get Captain Cameron who had been left aboard. This was found to be impossible, however, on account of the tremendous waves which were rushing into the channel and mingling with the breakers on the reef until the mouth of the channel and the reef seemed to be one. So the pilot boat was compelled to put back and the pilot was left aboard the Doric to take a trip to San Francisco unless he was taken off by one of the tugs.

The captain of the Doric did not realize that the pilot boat had been lost until the steamer was outside of the harbor headed for the open sea. Then the pilot made known his desire to go ashore, looked for his boat and found it gone. The Doric was headed back towards the mouth of the channel and a signal for a tug to go out immediately was hoisted. The Eleu, seeing the signal started right away for the Doric, thinking that something had happened to her machinery or that the vessel had perhaps gone onto the reef.

The intentions of the Eleu were all right but she is not a sea-going tug and when she started to buck against the great waves and the fierce winds it was plainly seen that, if she succeeded in getting to the Doric at all, she would have an exceedingly rough time of it. She started out bravely enough but hardly had she gotten to the middle of the channel before the full force of the storm struck her. First she stood on her stern, it seemed as if the waters pushed her bows out of the water, then the next moment it seemed that she was trying to dive beneath the surface of the ocean as she practically stood upon her head and shook the water from her after deck. This, at first, merely amused the people who were watching on the waterfront, but when a little later it was seen that the Eleu was being pounded by tons and tons of water which fell upon her decks and

HORSE NEARLY KILLED BY A LIVE WIRE LAST NIGHT

FALLEN electric light and telephone wires at the corner of Liliha and School streets almost electrocuted a hack horse belonging to driver Harub, of hack 236 last night at 9 o'clock. A Chinese store was almost set on fire and a series of accidents were averted by the prompt and heroic action of the police and several citizens.

Ed. McNerny while walking toward Nuuanu street on School street discovered that a large algaroba tree had fallen across the street, carrying with it several wires. A hack was coming behind him, the driver evidently not knowing the danger. Mr. McNerny shouted to him to drive on the left hand side of the street. At the time he saw that a telephone pole had also fallen and its wires were entangled with those of the Government electric light. The telephone wires were not touching the electric light wires at that time and Mr. McNerny lifted them so that the horse and hack could pass under. Instead of obeying his injunction the driver went to the right and was about 4 feet away when he saw sparks flying and spitting from the iron shoes of the horse. The horse fell down apparently dead.

A telephone message was sent to the Police Station for assistance. Deputy Sheriff Chillingworth, Captain Fox and an officer went to the scene and found Mr. McNerny trying to cut the telephone wires with a hatchet. The officers prevailed upon him to stop his dangerous action as there was a short circuit with a heavy voltage which would have killed a man had it made the journey through him. The electric light company was telephoned and asked to shut off that current in that circuit.

Superintendent Cochran of the telephone company responded to a call and rendered valuable assistance in disentangling the wires. Mr. McNerny procured a pair of insulated pliers and cut the wires around the horse and freed him from further contact with the electricity. Superintendent Cochran managed to clear the telephone wires from those of the electric company by throwing a rope over them and pulling them away. In doing this one of the wires dropped down upon the curved iron roof of a Chinese store and the entire neighborhood was treated to a brilliant display of pyrotechnics. The street was lighted up by a glare as great as a dozen arc lamps could have given.

After getting this wire clear Deputy Sheriff Chillingworth feared that the store might have caught fire. After repeated knockings on the door the latter was broken down. An investigation of the interior of the front portion showed that nothing had taken fire. They went to the rear and knocked several times and smashed in two doors in their quest and found the front portion of the building destroyed by the terrible noise about him. When awakened he caught sight of the police star on Chillingworth's breast and made no protest against the breaking of his shutters and mildly proceeded to patch up the shattered doors.

Mr. McNerny, who was called by telephone and after working upon the apparently livelier animal and selecting drugs into him, he finally and him to his feet. The horse staggered and gasped and finally became quite docile.

STORM ABATING.

The wind died down about midnight although the sea continued to be exceedingly rough. It is thought that the severe storm which has been raging for the past few days has about blown itself out.

crushed against the upper works until they threatened to be washed overboard, the matter was indeed a serious one and the movements of the tug were anxiously watched.

At times nothing was to be seen of the Eleu but her smokestack. The great waves swept her decks from stem to stern and burst into the captain's room, drenching his belongings. Her pilot captain kept on the one-sided fight with the elements, however, until it was impossible for him to take his tug any further out. The Eleu would not answer her helm and was in great danger of going on the reef. There was nothing for it but to turn back, and this was finally managed, and the Eleu came plunging on her homeward way with the wind roaring at her heels, and every man aboard drenched to the skin, and a good amount of water in her hold.

Meanwhile the pilot was still aboard the Doric and had to be brought ashore. Then the Fearless started out. It was a test of strength and seaworthiness, and Captain Brokaw of the Fearless fully realized this fact. But he had the greatest confidence in his boat and started to the Doric, determined to come back with the pilot or to stay outside himself. If the Fearless had been satisfied to go out slowly she would probably have managed it without taking much water aboard, but she was in a hurry, for it must be remembered that it was not yet known why the Doric had signalled for a tug. Captain Brokaw did not know but what the Doric was in some great danger and needed his assistance at once. So the Fearless forged ahead at full speed, taking sea after sea aboard. The water piled up against her bow and broke all over her decks and, in breaking, the wind took the spray and tossed it all over the tug until nothing could be seen of her except the top of her smokestack. The Fearless took aboard just as much water as the Eleu but she was better able to stand it, and although her upper works were buffeted by the heavy seas, she went through it all right and finally arrived within a safe distance of the waiting Doric.

The captain of the Doric wanted Brokaw to take his tug right along side the Doric so that the pilot could get aboard by the rope ladder. Captain Brokaw knew better than that, however, for to have taken the Fearless alongside the big steamer in the sea that was running at the time would have been to smash a hole in the side of the Doric.

So the tug lay to while a boat was lowered from the Doric and the pilot was sent aboard the Fearless. Then the Doric stood out to sea and the Fearless returned to her wharf triumphantly, with Captain Cameron aboard, who had come very near taking a trip to San Francisco.

In the small hours of yesterday morning there was a great tangling up among the little yachts lying at anchor near the boat houses. They were blown together, badly mixed up, banging one against the other, and injuring one another more or less seriously. Young's steam launch, the Water Witch, was driven ashore, and the Bonnie Dundee was almost chewed up by the pounding which she received while lying across the bows of two other yachts. Yesterday the Bonnie Dundee was moved over to the Navy wharf and made fast to one of the coal barges. La Paloma was damaged considerably, and will need extensive repairs.

The young brothers, who live right next to the boat house, were up right Wednesday night trying to save the little yachts from breaking each other up. One of them swam out to one of the yachts and took her to a place of safety; they also rescued Young's steam launch from the beach, where it was in danger of going to pieces as it was being bumped up and down with no gentle force.

(Continued on Page 5.)

WIRELESS TELEGRAPH A SUCCESS AT LAST

Messages Are Sent From This Island Over to Molokai.

HONORS FOR EXPERT GRAY

Experiments Yesterday Proved System was Allright.

(From Wednesday's Daily.)

YOU can say to all the world that the wireless telegraph system in the Hawaiian Islands is an unqualified success," said Manager F. J. Cross of the company to an Advertiser representative last night.

"Between Kaimuki and Molokai absolute communication by the wireless telegraph has been established."

Manager Cross wore a smile of triumph last evening. After months of struggling with the mysterious forces which Signor Marconi discovered and meeting with skepticism at every hand of late, he has the satisfaction of knowing that his efforts have been crowned with success.

Not only has the wireless communication been established between the islands of Oahu and Molokai, but the rest of the Islands—Maui, Lanai and Hawaii are linked by the mysterious electrical waves which will make it possible for all to put themselves in communication with their friends hundreds of miles away in very short time.

On Monday afternoon Expert-in-Chief Gray and his assistants were flying a kite from a wagon at Waiakala. A set of wireless telegraph instruments were in the wagon. The kite was provided with a wire point. Mr. Gray was endeavoring to put the kite wire and the station at Kaimuki, not far distant into active communication with each other.

Suddenly the delicate instrument began to tick. At last success was at hand. The paper reel began to move under the needle automatically and the written character of the Morse Continental code began to appear before the straining eyes of the expert and his assistants. Gradually the characters were formed and as the period was ticked off, Mr. Gray read:

"I have received your last six messages."

Expert Gray thought it was his assistant, Mr. Pletts, who is in charge of the Kaimuki instrument. He placed his fingers on the sending key and inquired if Pletts was sending the message. Mr. Pletts replied "No, I think it is Hobbs."

Mr. Hobbs was in attendance on the Molokai instrument near Lae o ka Laau point. Mr. Gray directed his energies to attracting the attention of the Molokai instrument, and at 4:30 p. m. back came the message from Hobbs and the wireless telegraph had come to stay.

Then the little instrument began ticking its message in dots and dashes on the thin, narrow strip of paper which slowly unreeled from the big spool. All was quiet. The experts knew the code and read the characters off at a glance. Foot after foot of the paper was reeled off automatically, dots and dashes intermingling in an apparently unreadable string.

Six feet or more had been printed when a final period was recorded and the instrument stopped. The expert tore off the six feet of paper and with pencil filled in the letters designated by the cabalistic characters. When he had concluded the message was a ludicrous one.

Expert Hobbs is a humorist. Despite the serious situation brought about by the success of one of the most marvelous inventions of the 19th century, yet the very first authentic message flashed through the air from Molokai to Oahu was a funny one, occasioned by Mr. Hobbs' experiences with Manager Cross' Chinese cook. The message was directed to Mrs. Cross and read:

"To Mrs. Cross: Kindly kill Ah Sam for me because he did not pack up that small box nor the tin opener. My congratulations on your getting the first Molokai-Kaimuki wireless message."

"T. E. HOBBS."

Thus the Molokai channel, more than forty miles wide, was bridged in five seconds for the replies were made within that short space of time.

Manager Cross was informed as quickly as possible of the results of the experiments with the kite and the Kaimuki station and preparations were made for the second test which took place yesterday morning. Among those present when the test was made were Mr. Cross, Manager Cross, Mr. Hobbs, Mr. Pletts and Mr. W. B. Farrington, secretary of the Wireless Telegraph Company.

Mr. Gray opened up the instrument and sent the call for the Molokai station. A wait of a minute or two passed

and he called again: Within fifteen seconds a reply came from Expert Hobbs. The time was taken by Mr. Farrington, who, watch in hand, waited for the responsive ticking in the receiver. The message read:

"Who are you, and how are you?"

This was the first time Manager Cross had heard the Kaimuki instrument in connection with the one across the channel, and he became an enthusiastic as a boy. He threw his hat in the air and demonstrated his pleasure by allowing a smile to lighten up his worried features, for months of unsuccessful attempts to make the system work have worried him.

A return message was sent to Mr. Hobbs telling him that the Kaimuki station was "talking," and telling him who were in attendance.

"Good morning to Mr. and Mrs. Cross," was the distinct answer read on the white tape. It continued: "Send me 200 feet of two and one-half inch by steamer leaving this afternoon." Thus it was established that the wireless telegraph was not a toy or an amusement, but had a commercial value beyond computation.

Expert Gray states in explanation of the successful tests that the heavy rains of the past month have caused the entire Kaimuki district to become damp, thus giving the wires a wet grounding place, and accounting for the present success. Despite this he says it would never do to leave the pole and instrument in its present location. He told Mr. Cross that it should be moved down near the seaside so that in either the dry or wet season the ground wires will not be affected. By being established near the water the wires will always be grounded in a damp place. All the other stations have sea-grounding connections.

Another important change will also occur in the stations elsewhere. At present, for instance, there are three poles—one on Oahu, one on Molokai, and a third on Lanai. "Suppose," says Mr. Cross, "that Oahu and Lanai both commence talking at the same time the messages will become jammed on the Molokai instrument and messages cannot be successfully recorded."

Mr. Gray believes that two poles on each island should be erected, these to be connected by telegraph wires on separate instruments. The system complete would be as follows: One station at Waiakala, Oahu, which would connect with a pole on windward Molokai, thence a telegraph wire would connect it with a pole on the other side of Molokai. A jump would be made to a pole on the near side of Maui, thence a jump to the pole at Mahuana, Hawaii. This would cut Lanai out of the system altogether, for it is not essential to the system, either commercially or scientifically. The system which we had already adopted, however, made it imperative to use Lanai.

With the new system suggested by Mr. Gray which will be put into operation, messages can be sent by wireless telegraph from one channel station to the other without fear of breaking into a message from the other side. The overland telegraph wire will take care of the messages between the channel stations. The messages will go straight to their proper destinations, for the first pole away from the transmitting instrument will intercept them. This will delay the sending of regular messages, but once established, will facilitate the business very much.

A telegraph line will be run from Waiakala to Mr. Cross' office, where Mr. Hitebeck will attend to the telegraph key, and receive messages from all comers.

THE STORM ON RAILWAY

Part of Track Washed Away Near Keaau.

Waiakala and all the section of the Oahu Railway beyond Waiakala were cut off from the section on this side by a severe washout which occurred early yesterday morning. The storm which broke over Honolulu during the night was felt all along the Oahu coast and at Waiakala was probably more severe than at any other point on the island.

Information was received at the headquarters of the railroad that the track had been washed away beyond Waiakala. A work-train was immediately despatched to the scene to put the damaged track in repair. The greater damage occurred to the track which runs over a level sandy tract at McAndrews' place near Keaau. All along the road traffic was delayed and special trains were sent out early to assist in bringing in the passengers from various points to Honolulu. A special passenger train was sent to Ewa early in the morning to bring in the passengers. At that time it was not known that so much damage had resulted to the track further down the line.

The Kaimuki working crew discovered that a portion of the track was missing and a telephone message was at once sent to headquarters. Passengers will have to be transferred from one train to another in order to reach Honolulu or Ewa. Guess Editha who sent a letter at Waiakala last evening may be delayed in returning to the city with the damage repaired. The steam train will be made to put the track in condition for regular traffic.

TIDES, SUN AND MOON.

Session Plans—Morning session—Twenty-five Oahu, paid up, \$14.50; 10 Honolulu \$10; 20 O. R. & L. Co. \$10; 20 McBryde, assessable, \$6.50; 25 do. \$6.75. Afternoon session—Twenty-five Kihel, assessable, \$14; 15 do. \$14.50; 5 Kihel, paid up, \$15; 5 Waiakala \$15.50.

Between boards—Twenty Honolulu \$10; 20 McBryde, paid up, \$13.

Several little yachts have been seriously damaged as a result of being badly pounded in a general mixup near the boat-houses during the dark hours of yesterday morning while the storm was at its height. A pilot boat was also a sufferer and a couple of the boat boys were slightly battered into the bargain.

The steamship Doric, which arrived from the Orient Wednesday morning, thirty-six hours behind time on account of the storm, and which was booked to leave at 11 o'clock the same night for San Francisco, remained in port until 6:30 o'clock yesterday morning. Captain Smith refused to take his vessel out while the storm was raging, very wisely deciding to wait until daylight so that he could see what he was doing. When daylight came the Doric was all ready for sea. The tug Eleu was on hand to pull her away from the wharf. But the Eleu reckoned without the power of the wind.

The wind simply gazed the great bulk of the Doric to the Pacific Mall wharf and kept her there despite the vigorous and continued efforts of the Eleu.

Finding that the strength of the Doric was not sufficient to move the Eleu the Fearless was called upon to do the business. The powerful sea-going tug took hold of the big liner, gave a long pull and a strong pull and finally succeeded in shifting the Doric from the wharf. The Doric got her nose pointed

After a long vacation with his wife and family in Kona, Captain Haglund, wharf superintendent of the Inter-island Company, has returned to his duties in town.

For several days past Mrs. H. A. P. Carter has been dangerously ill. She is in the care of prominent physicians, and everything possible is being done for her.

WHY A. S. HARTWELL WENT TO WASHINGTON

Editorial Comment—There has been so much misunderstanding about my mission to Washington last winter, that now that the question here is over, I think it proper to make my first public statement concerning the objects I sought to accomplish there, as well as the occasion for the appointment.

Shortly after the publication of Attorney General O'Connell's opinion of the invalidity of all land sales and leases made by the Republic of Hawaii after July 7, 1898, the date of the annexation resolution, President Dole informed me of the wish of himself and Cabinet that I proceed to Washington to represent this Government in regard to the land matters, and to remain there during the pendency of the Hawaiian Bill in order to furnish required information concerning Hawaii. The appointment of such a representative, he said, had been approved by President McKinley, there being no delegate in Congress or other representative of this Territory then in Washington. After reflection, I accepted the appointment. President Dole also desired me to attend as delegate from Hawaii at the International Commercial Congress in Philadelphia, and urged me to hasten there as it was to be convened at an early date.

As to Dole's appointment as Governor, nothing was said to me by him. I told him that some of his friends complained that he did not inform them whether he wished to be Governor or not. He gave me no intimation of his wishes either before I left or at any time, but during the winter I received a letter from him distinctly requesting me not to urge his appointment. I hoped he would receive the appointment and accept it, but I did not urge it, and in fact, was far from sure that it was for his interest, in which view two of his best friends here had told me that they concurred. It was my belief that the place of Chief Justice would suit him better, removing him from personal politics; but when President McKinley asked me who I thought ought to be Chief Justice, as I had received no intimation of Mr. Dole's wishes, I recommended Mr. Frear.

I was represented as lobbying for Mr. Dole, Senator Frear asked me for whom I was working for Governor. I replied that I was not there for that business. In giving this remark to my old friend, General Batchelder, of the U. S. army—who was also an old friend of the Senator—I told him that I thought



JUDGE A. S. HARTWELL.

Mr. Dole would well be Chief Justice. He said "well the Senator you think so, but you will get anything you want for your Bill." I declined to do this, for I had no authority to represent Mr. Dole in the matter.

AS TO THE VOTING FRANCHISE. It was my opinion that the property qualification of voters for senators and for Congress would not be adopted by Congress, and I so informed Mr. Justice Frear when he was leaving Honolulu to go to Washington as one of the Commissioners.

The retention of this qualification was recommended by the Commissioners, and in the House Committee on Territories was urged by Mr. Hitt; but I do not recall urging it myself, further than by informing the committee that it was lower than it had been during the monarchy, and that two prom-

inent native Hawaiians had told me that they thought it would be expected by Hawaiians. The committee, consisting of nine Republicans and eight Democrats, unanimously reported in favor of the qualification, and the House passed the Bill by a strong vote with that provision in it. I had no discussion on that subject with Senator Frear, except that on the day the Bill was coming up in the Senate, I was told by Senator Culberson in his committee room that he could not sustain that provision. I did not ask him to sustain it, and on the day of the Senate he moved to strike it out. Only one Senator, Platt of Connecticut, voted for its retention.

THE SERVICE RENDERED IN WASHINGTON. I considered that the main points to secure were: the extension of the U.

KIHEI MAY REDUCE ITS CAPITAL STOCK

The Shareholders Will Decide on a Proposition at a Meeting

A meeting of the stockholders of the Kihei Plantation Company has been called for a somewhat unusual purpose, and under unusual circumstances.

The Kihei plantation consists of about 9,000 acres of cane land, a part of which belonged to H. P. Baldwin individually, and the remainder to him and L. A. Thurston jointly. The land had never been used for anything but pasture, until surface water in large quantities was discovered on the adjoining land of the Hawaiian Commercial Company, when Baldwin and Thurston began developing water on their own land, found an abundance, and started a plantation on a small scale. At this juncture H. P. Dillingham examined the land and made a purchase of it, and then he made a company, which should buy the land from the owners, for \$1,500,000 in paid up stock, he guaranteeing as promoter to furnish subscribers to assessable stock to a like amount. This proposition was accepted. The terms on which the land was acquired were published, subscriptions to the full amount required were received, and the establishment of the plantation progressed. Shortly after this the price of machinery, pipe and almost all material entering into the construction of a pumping plantation nearly doubled in price; coal and labor have also risen greatly, and unavoidably but expensive delays in securing and installing the elaborate pumping plants required, have been suffered. In addition to this a severe financial stringency has prevailed for over a year, making it extremely difficult for many stockholders to meet assessments. Meanwhile the company instead of erecting its own mill, has made a contract to grind at the Spreckelsville mill. All of these circumstances were unexpected. If they had been foreseen, they doubtless would have affected the valuation of the land in the minds of the assessable stockholders. Under these circumstances Mr. Baldwin has thought that it would be fair to the assessable stockholders to reduce the amount of stock paid for the land to \$1,000,000 by surrendering into the treasury stock to the amount of \$500,000. He has offered to contribute the bulk of this himself and L. A. Thurston has agreed to make up the difference to the round \$500,000. This action is irrespective of the action which may be taken by any other holders of paid up stock. The meeting of stockholders is called to consider this proposition, and if accepted, to decide whether the surrendered stock shall be held in the treasury, or whether the capital stock shall be reduced \$500,000.

PAHIA WILL STILL BE AT KOOLAU

William Crowell is Appointed Deputy Sheriff of Koolau, Kauai.

Frank Pahia, who resigned as Deputy Sheriff of Koolau on the windward side of Oahu, has been re-appointed to the same office. He resigned on account of his candidacy on the Republican ticket for the Legislature.

Wm. Crowell, who resigned as chief clerk in the Deputy Sheriff Chillingworth's office and was appointed to the position made vacant by the resignation of Deputy Sheriff Pahia, will now be sent to Kauai as Deputy Sheriff for Koolau. He will leave for the Garden Isle shortly. Mr. Crowell originally hailed from Waiman, Kauai, where his parents yet reside. The position which he will fill there was made vacant by the dismissal of Robert Waihiwa.

WHITE LABOR FROM THE EAST

Two Hundred Workers Coming From Massachusetts for Plantations

NEW BEDFORD, Mass., Nov. 1.—Frank Alves of New York, representing George E. Baldwin, who is interested in the Hawaiian Sugar Plantation Association, is in the city looking for white laborers. He arrived here Sunday, and if what he says is correct he has secured quite a large party in this city who are ready to try their luck in the new territory of the United States.

Mr. Alves states that he expects to leave New Bedford, November 2, with a party of about 200 who have signed contracts to work for the Sugar Plantation Association for three years. Most of the party are French Canadians and Portuguese. They will proceed from here to New York, and thence across the continent to San Francisco, which place they leave for on November 10. The Hawaiian Sugar Plantation Association being desirous of introducing white labor on the islands, has agents in its employ in various sections of the United States, and all who accept the terms of the company by signing a three year's contract have the expense of transportation paid. Mr. Alves, while here, has sought only men and women who are unemployed or who profess to be without work.

Abled-bodied men are to be paid \$22 per month for eight months in the year, while employed in the fields, and \$1.50 per day for four months, while in the mills. Women and children over 14 years of age are to be paid from \$10 to \$15 per month. In case of extra work the prospectus makes flattering offers, especially as to hours in the stipulated day's work. It is also agreed in the contracts which each individual signs that the company shall furnish free rent, water and fuel, and furnish medical treatment free of expense to the emigrants who are willing to take up their abode in the Sandwich Islands.

Briefly, the conditions under which these laborers have been secured are given above, and in speaking of his work in this city, Mr. Alves says he has been much more successful than he anticipated. But those who make this venture will find that they are not making the trip for fun, for the company is thus resorting to free transportation, etc., is determined that each signer of a contract shall work for the wage paid him, and according to Mr. Alves it is work in dead earnest.

One interesting fact in connection with this matter is that there are 200 residents of our city who are ready to enter into the arrangements, and among them, Mr. Alves says, are several families.

Has Money Coming. Captain Rodd, master of the bark Dominion, which sailed hence a couple of weeks ago, has money coming to him. He bet big money on Wilcox and made several side bets on the elections, all of which he has won. He wins \$750.

HOW TO TREAT A TROUBLESOME CORN

To remove a troublesome corn or bunion: First soak the corn or bunion in warm water to soften it, then pare it down as closely as possible without drawing blood and apply Chamberlain's Pain Balm twice daily, rubbing vigorously for five minutes at each application. A corn plaster should be worn for a few days to protect it from the shoe. As a general liniment for sprains, bruises, lameness and rheumatism, Pain Balm is unequalled. For sale, Smith & Co., Ltd., agents, H. T. Hale by all dealers and druggists. Beware of cheap imitations.

Next week Dr. P. R. Day starts on an extended visit to Germany. He will be gone two years.

EXTENSION HAS NOT BEEN MADE

Fort Street Continuance Hindered by Excessive Prices of Property.

No steps have been taken by the property owners along the proposed extension of Fort street to come to an agreement with the Government whereby the continuation of the street can be made possible. The Superintendent of Public Works several months since asked the owners to make some proposition for the Government to take hold of. The owners have done nothing in the premises.

The truth of the matter is that the owners ask too much for what would have to be condemned for street purposes. Despite the fact that their entire remaining property would be enhanced several times its present value the owners are holding out for prices which would obtain along established streets.

The betterments which accrue to inside property are worth a big sum, and the loss of property which would go into the proposed street extension would be gained by new frontages. In but one case along the proposed route of the new street has there been any evidence that the property owners look upon the matter in this light.

Superintendent of Public Works McCandless stated yesterday to an Advertiser reporter that the extension of Millard street from Queen to Halekuanu street was in progress, and when completed would have cost the Government something like \$15,000 cash. The property owners were gaining additional values to their property by the extension but nevertheless the Government was held up.

"It will probably be the last street we shall extend," said Mr. McCandless, "unless property owners make it easier for the Government. It is a very short street to cost that much money. Think what it would cost the Government if a long street were to be cut through a block. We cannot afford it and street extensions will probably not be made until a new basis is made to figure on."

WILCOX HAS NO CERTIFICATE YET

Governor Dole Will Issue It When All Election Returns are in.

Delegate-elect Robert W. Wilcox has not yet received his certificate of election. The organic act provides that the certificate shall come from Governor Dole. The paragraph covering the provision reads:

"The person holding the greatest number of votes shall be declared by the Governor duly elected, and a certificate shall be given accordingly." Governor Dole was asked yesterday whether he had issued the certificate as yet to Mr. Wilcox. He said that it had not been made out and would not be until the official returns were in from all the precincts. When these are accounted for, the certificate will be duly issued.

There are a terrible torment to the little folks, and to some older ones. Doan's Backache Kidney Pills. Instant relief and permanent cure. At 50¢ a bottle. Dr. J. C. Doan.

Constitution with its modification of territorial status, the public lands in Hawaii to be administered by territorial officers and under Hawaiian laws, and as a consequence the Hawaiian Bill, which in its original form had been secured as a presidential appointment, I also desired a constitutional U. S. Court, and this was voted by the House, but rejected by the Senate, which substituted a Federal Court for administering the laws in a U. S. Court, thereby avoiding, as some Senators thought, an intimation that Hawaii was to become a State.

COLONIAL TREATMENT. If the Hawaiian Bill had gone to the Senate Committee of Congress, instead of the Senate Committee on Foreign Relations, and the House Committee on Territories, Hawaii might easily have been annexed with Porto Rico, or received no legislation at that session of Congress.

A strong effort was made to send the Bill to the Insular Committee, and to postpone the Bill. The effort was made by the House Committee on Territories, but it was not successful.

The foregoing is a brief outline of what occurred in the months I spent in Washington. It was often an intense experience. Senators visited by a friendly automobile excursion. It is pleasant to think of a dinner with Richardson of Tennessee, Democratic leader in the House, William of Mississippi, a man who combines Southern shrewdness with fierce earnestness, and all temper by the training of a German University, George of Georgia, who is fully equal to Harding Davis in descriptive stories, and last but not least, Harry of Kentucky.

Another amusing incident was at dinner at Mr. Hitt's, when Senator Culberson at the coffee and cigar table, apropos of something I have forgotten, said "Mr. Virgil says, 'some men are magnificent, you know.' No Senator, I said, Virgil never said that, you are quoting Tullius. It was left to me to say to the Bill if I proved his audacity to be incorrect, I catch I afterwards did.

Throughout I did my best to satisfy doubting minds that Hawaii could be safely entrusted with the great legislative and political power—amounting almost to statehood—granted by the Bill, and that, after the passing of the bill, the changes in the fundamental law and in the Government of Hawaii had time to cool, the country would find the Hawaiian citizens no less worthy and desirable than those in the older States and Territories, and this is what I still prefer to believe.

ALFRED S. HARTWELL, Honolulu, Nov. 12, 1900.

Irrigation in Hawaii. Agriculture in the Hawaiian Islands appears to be seriously handicapped by the fact that the land must be irrigated, and that water for this purpose must be raised by artificial means. Some of the pumps are said to be raising 30,000,000 gallons of water per day from a depth of 500 feet, using a coal that costs \$10 a ton. The expense in some cases reaches as high as \$125 per acre annually.—Phila. Record.

OUR \$4.50 SHOES

... WITH HEAVY SOLES ... Are just the right kind of SHOES for RAINY WEATHER WEAR. THEY ARE IN BOX CALF, ... AND EITHER PLAIN OR TAN ...

MANUFACTURERS

Shoe Company

The Pacific Hardware Co., Ltd.

We are Sole Agents for **Willcox & Gibbs** NEW AUTOMATIC Sewing Machines.

The manufacturers of this machine have sold their goods to no one in the islands excepting our firm. Parties representing that they have the Willcox & Gibbs machine for sale are trying to palm off on an unsuspecting public very inferior article which resembles the Automatic in every way but in being Automatic in action. The Willcox & Gibbs is the only Automatic Sewing Machine in the world. So called Automatics sold by parties other than us or our agents are frauds. Do not let yourself be talked into buying a machine that is just the same as the Willcox & Gibbs New Automatic, because it is cheaper.

Pacific Hardware Company, LIMITED

Household Department

Bethel Street,

BLOOD
We live by our blood, and on it. We thrive or starve, as our blood is rich or poor. There is nothing else to live on or by. When strength is full and spirits high, we are being refreshed, bone muscle and brain, in body and mind, with continual flow of rich blood. This is health. When weak, in low spirits, no cheer, no spring, when rest is not rest and sleep is not sleep, we are starved; our blood is poor; there is little nutriment in it. Back of the blood, is food, to keep the blood rich. When it fails, take Scott's emulsion of cod-liver oil. It sets the whole body going again—man woman and child. We'll send you a little to try, if you like. SCOTT & BOWNE, 409 Pearl Street, New York.

MORE WATER FOR WAIKIKI DISTRICT

Larger Main Put in and Section Will Have no Cause for Complaint.

An eight-inch water main has been put in by the Waterworks Department for the Waikiki district running as far as Diamond Road. This takes the place of the six-inch pipe, which was taken out altogether. Between 8 o'clock Tuesday evening and 1 o'clock yesterday morning the water supply for Waikiki district was cut off while the last connection was being made. This increased water supply means much for Kapiolani Park and the entire section will not have further cause for complaint on account of the lack of water.

Watermaster Brown hopes to get appropriations from the Legislature next February to put in a supply piping for Kapiolani, Punani and sparsely settled parts of Waikiki. He says the reservoirs are now in good shape. They have been cleaned out while the last connection was being made. The pumping plant at Kapiolani which has often been described in the Advertiser is in complete order and will commence regular pumping as soon as the heavy rainfall is ended.

Patent-back ledgers a specialty at the GAZETTE Bindery, von Holt block.

J. HOPP & CO.
VERY NEAT PATTERNS ...
Ladies' Writing Desks
Birds Eye Maple and Golden Oak.
Buffets
Of the very latest designs.
EVERYONE KNOWS About these convenient ROUND TOP DINING
Extension Tables
We have them in many different finishes.
Wire Mattresses
And BEDDING, the cheapest and best quality for the money in town.
Dining Room Arch Squares
CHEAP!
J. Hopp & Co
LEADING FURNITURE DEALERS.
King and Bethel Sts.
J. HOPP & CO.

Metropolitan Meat Company
NO. 507 KING ST.
HONOLULU, H. I.
Shipping and Family Butchers.
NAVY CONTRACTORS.
G. J. WALLER, Manager.
Highest Market Rates paid for Hides, Skins and Tallow. Purveyors to Oceanic and Pacific Mail Steamship Companies.

The Gear combination is in danger of apoplexy over the dire disaster of Democratic and Independent fusion. They were just preparing to get into bed with Hob themselves, and its just too mean for anything for those meekly Democrats to come along and speak first. This reminds us of the question for a day, because he had a ball on his nose. Meanwhile his rival stepped in and secured the lady. Delays are dangerous; but there are others. George Markham and Biplinck had not been getting in at last accounts.

EN IS SCRATCHING JUSTIFIABLE.

The Republican states that Henry Waterhouse was defeated by supporters of A. V. Gear, who registered a silent protest by voting against him. The Republican guessed right when it said that the A. V. Gear combination defeated Mr. Waterhouse; but it was not so successful as to the means adopted. The "silent protest" method was all right as far as it went; but the iniquity of Waterhouse's candidacy did not strike the iron into enough souls to secure his defeat, and some of Gear's good gold dollars were required to supplement the "silent protest" program.

We had understood that the one deadly sin in party politics was to bolt or scratch the party ticket, either in whole or in part.

Mr. Gear is one of the strict constructionists upon the party fealty question, and it would be of interest to the new and uninitiated American citizens of Hawaii to hear from the local fountains of political wisdom what circumstances, conditions and principles warrant bolting the party ticket by scratching one of the party nominees; and what, if any, other facts, warrant a member of the party in spending money to defeat a party nominee.

If Mr. Gear is too busy to devote any time to the question, perhaps Judge Humphreys can spare enough time from the judicial duties of fining juries and clerks and proving in his paper that the judges of the Supreme Court ought to be sent to jail, to explain the mystery.

This community is young and unsophisticated, and needs to be educated in the fine points of American politics by those who know all about it. When a man may honorably and properly bolt his party ticket or when he may scratch it, and when he may not, are practical questions which will arise at every election, and now that there are concrete object lessons with which to illustrate the subject, is the time when wisdom will sink the deepest.

We all know that scratching and bolting are heinous sins when committed by a mugwump; now let us know when and why they become a virtue when committed by a thoroughbred Republican.

JUDGE HARTWELL'S STATEMENT.

The miserable slander that President Dole sent Judge Hartwell to Washington last winter to lobby for his appointment as governor, has been believed by no one, and the only effect of its continuous repetition by the little clique which banked on Sewall's appointment, has been to demonstrate to the community their unfitness to control even a second rate afternoon paper, much less a government, by showing them to be narrow-minded and desperately untruthful.

If ever there was an instance in which the office sought the man, and in which the man refused to lift a finger to forward his own candidacy, that instance was the appointment of Sanford B. Dole as Governor of Hawaii. It is beyond comprehension, how men with a full knowledge of Mr. Dole's dignified, unselfish character, and of his high ideals of the duties of a public official, can find it in their hearts to malign and hound him, month in and month out.

It is well, however, for historical purposes, to have Judge Hartwell's statement, published elsewhere, on record.

The absolute necessity of having some representative of Hawaii at Washington, when the fundamental act which was to fix Hawaii's status for years to come was under consideration, was so manifest that it would seem as though the plain statement of the case were a sufficient explanation of why Mr. Hartwell was sent to Washington. There will never again be a time when such momentous questions, of such vital interest to Hawaii, will be before Congress. Would it not have been supreme folly, and would not the Government have been plainly derelict in its duty, if the matter had been left to drift, without some one to inform, explain and suggest? But none all this had to be ignored—and a miserable pretense connected that this was a private lobbying expedition. Bah! It is humiliating to think that living, nineteenth century Americans can be so narrow-minded and warped.

And these men are the ones who are now proclaiming themselves as the would-be re-organizers and saviors of the Republican party!

Hawaii is one of a few places in the world inhabited by white people that does not know or is not able to find out the results of the Presidential election. Every part of the United States, including the West and East Indian possessions, having only Hawaii and Tutuila, have been in touch with the news for more than a week. We shall have to wait until the 15th for data about the returns of the 5th. It is at such times that Hawaii realizes, in most strenuous fashion, the need of a cable to the Coast.

"FIRING THE MISSIONARIES."

The anti-missionary program which Mr. Farrington was easily led to develop has an ancient and honorable name. For over twenty-five years strong-arm men have turned up on this beach, with the threat, as Farrington puts it, to "fire" the men of conscience and responsibility whom people without such phrases of character are most apt to flout as "missionaries." Unhappily these adventures have failed and most of them have had an unhappy ending for their public careers.

One of the pioneers in the anti-missionary element, a man named "Charlton" was a Consul here in 1912-13. He took offense at the new laws to restrict drunkenness and the social evil and put himself at the head of a faction which, for a time, caused the missionaries and the native government which they maintained, some annoyance and embarrassment. In the resulting controversy, however, decent officers easily held their ground. Charlton was finally brought to terms as a disturber of the peace by the captain of an American man-of-war who, in a subsequent report of his inquiry about the missionaries wrote that "not one jot or tittle, not one iota, derogatory to their characters as men or as ministers of the gospel of the strictest order, could be made to appear against the missionaries by the united efforts of all who conspired against them."

In 1853 missionaries from California began a campaign against the so-called "missionary" cabinet of that year, holding it responsible for the spread of the smallpox, but they achieved nothing except the suppression of one "missionary" minister whom they did not like by another towards whom they felt no more favorably, and who, with his colleagues, kept the government running in the safe old way.

The reign of Kalakaua witnessed the intrigues of one great radical politician and several small ones to overthrow the influence of the conservative white party in the affairs of Hawaii—Walter Murray Gibson, Celso Casar Moreno and Volney and Clarence Ashford. Gibson's career was remarkable, and for a time, it threatened to dominate the politics of these islands during the lifetime of the man. Gibson believed, as Moreno did, that the "missionaries" were men to endure rather than to fight. How gravely he mistook their character the events of ten or more years ago attest. The ex-Mormon leader and the evil genius of Kalakaua went easily into power and grew bolder with practice, finally developing a policy of extravagance and fantastic adventure which strained the patience of responsible men to the breaking point. The "missionaries" assembled, one blow was struck and the Gibsonian idol came down like the image with the brazen cheek and the feet of clay. Moreno's reign lasted but three days and it was brought to grief under a dangling noose. The Ashfords then tried their hands but the only imprint they ever made on the history of Hawaii was caused by their downfall.

Viewing the fate of the politicians and factions that have in turn butted their heads against the rock of Hawaiian conservatism we can afford to smile at the threats of the little flock of job-chasers whose tale-bearer and handy chifflonier is the editor of the Bulletin. The comic aspect of the thing is increased by the fact that, but a few short weeks ago, they were all on their knees to the "missionaries" begging for the money to run a campaign and agreeing to throw a Jonah overboard if they could get it. Even Sewall went around with cap in hand pleading for the money with which he hoped to bid for personal favor at Washington—got it and then left the party of which he is supposed to be the official head to its fate. It was "Good Tiger, Good Tiger" to the "missionary" then; it is "fire the missionary," now that the money has been spent and the job-chasers are unhappy.

It will be a rare show when these peanut politicians bring their popguns and toy swords to the firing line and attempt to do what Walter Murray Gibson with his massed artillery failed to achieve. It will be a joke to see them range up to be counted, as they were once counted on an uproarious political evening in the Drill Shed. And it will be funnier yet when the non-descript collection of "fringers" hoist the white flag as usual and wig-wag this message: "If you'll let us have a campaign fund we'll knife any one on our side you don't like."

"KNIFING" THE PARTY.

The following appeared in yesterday's Republican:

Knowing that the cause of the Republican defeat was mainly due to its actions and those it represents, the Advertiser now boldly lies about it by declaring, "The Republican says that the Republicans were defeated because the Gear combination bolted and refused to vote the straight ticket." The Republican never said anything of the kind and the Advertiser knows it, and furthermore the Advertiser knew it was stating a distinct lie when it printed the words quoted.

Well, neighbor, let's see about this:

On November 8th, the morning after election, the "Republican" editorially assigned, among other causes of the partial Republican defeat, the reason that the missionaries had dictated the nominations. "Such action could have but one result, it alienated nearly all of the best and most effective party workers. They were either coldly indifferent or openly hostile to the ticket nominated with one or two exceptions."

On November 9th it said:

"The defeat of Mr. Henry Waterhouse . . . is but natural when the political considerations are taken into account. The Republicans of the Fourth Representative District, in the party primaries last September, declared against the nomination of Mr. Waterhouse for senator. A. V. Gear was the choice of the Republicans of the Fourth District as one of the Republican candidates for the senate . . . But of course this made no difference to the party wreckers and they proposed to thrust his (Waterhouse) candidacy down the throats of the voters regardless of whether they wanted it or not. Now note the result. Mr. Waterhouse is the worst beaten man on the ticket. . . . The resentment against the methods with which Mr. Waterhouse's nomination was secured, told at the polls. The silent opposition to him was not so much an opposition to Mr. Waterhouse personally as to the infamous methods which forced his name upon the ticket."

Now for a bit of analysis:

First we are told that "all of the best and most effective party workers" were "alienated," and "coldly indifferent" or "openly hostile" to the ticket nominated, "with one or two exceptions."

Who were these "alienated," "indifferent" and "openly hostile" party workers? Certainly not the "missionaries," for we are told that they had dictated the ticket. Certainly not the supporters of Waterhouse, for the indifference and other kinds of enumerated hostility were directed against him. By process of elimination, who is there left but the supporters of A. V. Gear, for we are told that he was their first and only love, and his failure to get the nomination caused "silent opposition," "resentment," "alienation," "cold indifference," "open hostility," besides other vaguely hinted at but uncatagorized evidences of mental pain usually conducive to what the "regular" dyes in the wool politician calls "knifing" a candidate or a party.

The plain English of both editorials is that the Gear supporters defeated Waterhouse. Moreover it is the truth, but the fat-witted Republican was so anxious to damn the "missionaries" that it did not at first perceive that it was giving Gear's treachery away. Now that it realizes its blunder it is trying to bluff out of it. It will be in order now for the Humphreys' end of the would-be machine to deny that Humphreys, the apostle of straight party voting, scratched the Republican ticket himself.

We shall also expect to hear that while the Gear end of the combination was spending money to defeat Waterhouse, it was being done solely in the interest of harmony and party success. Or perhaps there is a more charitable explanation. Doubtless when Judge Humphreys' paper published a double column article with lurid headlines, violently attacking the Republican Territorial administration, on the day before election, it was done in the belief that the paper's character for faking was so well established that no one would believe its fantastic yarn, but would, on the contrary, draw the conclusion that the administration was all right.

Again, when, after Waterhouse was nominated, Gear was hiring men to carry petitions around asking that Waterhouse be put off the ticket and Gear's name substituted therefor, he was doing so in the consciousness and belief that enthusiasm for Waterhouse would be stimulated, by such course, and to demonstrate thereby that he, Gear, was consumed by devotion to the party interests to such an extent that he was willing to pay for the privilege of sacrificing himself on the party altar.

Both of these explanations are plausible, and the Advertiser is willing to publish, free of charge, apologies from both Mr. Humphreys and Mr. Gear, to their party associates, or having "knifed" the party organization in its very first campaign.

If French Canadians can work in Hawaiian cane fields the average American farm hand can do so. We still believe that several thousand men might be had for the Hawaiian labor market from the ranks of the 35,000 young soldiers, now serving in the Philippines, whom the law requires to be disbanded next July. These stalwart youths come, as a rule, from agricultural districts, they are now working in a hotter climate than this for \$13 per month and found and most of them have probably, by this time, come under the spell of the tropics. If the United States Government, which has contracted to return them, at the expiration of their term of service, to the place of enlistment, would agree to land such of them here as might be induced to do field work, paying them in cash an amount equivalent to the cost of transporting them from here to the recruitment depot, the way ought to be easy to get plenty of white labor. French Canadians, Italians, Greeks and the like may be better than no one at all, but American white labor for American communities is far and away the most advantageous.

Men who knifed Republican candidates in the late election now deny it and set themselves up as the only straight-out, dyed-in-the-wool and tattooed-in-the-flesh Republicans in Honolulu. The sole exception is Hizonner Alkali Ike Humphreys, who is pleased to announce that he helped to slaughter a few Republican candidates and will continue to do business at the old stand, of course Alkali Ike has an office, which accounts for some of his indifference to the party which gave it to him, but even then he is to be preferred to these ultra "straight-outs" whose crooked work in the canvass they are now trying their little best to conceal.

The latest haunt of prayer is the Chinese coast. There the tales of the Spanish main come to life again and men are robbed and murdered and treasure is stolen in quite the old swashbuckler way. It would pay the Chinese government to suppress the oriental Captain Kidds, for if it gives them a free sea much longer all Chinese ports, landing places and rivers running to tide water may be taken under foreign jurisdiction.

INDEPENDENTS AND DEMOCRATS.

The rumored fusion of the Independents and the Democrats is a sound move for both parties, from their own standpoint, and will in the end be for the benefit of the Territory as a whole. It is a good move for the Democrats, because up to date, their party doctrine have taken such a slight hold upon Hawaiian voters that at the late election their entire ticket was piled up in a heap outside of the walls, leaving none to tell the tale. It is all right to vote the martyr act and die in the wilderness for the sake of glory, if you must, but there is much more profit and satisfaction in electing a man and capturing an office once in a while.

It is sound politics for the Independents for several reasons. In the first place there is little room in American politics for third parties. Third parties as a rule represent the fad of a few, or some principle which is being pressed to the front prematurely. The Independent party in Hawaii represents neither fad nor principle. It is a temporary aggregation, brought together by a temporary issue—that of race prejudice—based on false premises, and artificially stimulated by a "whooop-her-up" campaign. Denouncing all haoles as snakes and cockroaches, and drawing a color line against the whites has been successful at this first campaign, by a narrow majority; but such thin material as this is not enough to form a foundation for a permanent party, and it will scarcely last through to the next election. Hate and revenge are not lasting qualities among Hawaiian voters, and unless the Independents amalgamate with some other party or adopt some principles other than pawing and mumping over the bones of dead issues, they will die of the dry rot.

The amalgamation will be of advantage to the Republican party, because it will hasten as well as exemplify the removal from local politics of the race issue, an issue which is directed more against the Republican than against the Democratic party.

It will be most advantageous to the Republican party, however, by clearing the field of rubbish and bringing directly, face to face, the principles of the two parties. If the Republican organization remains in the hands of conservative men, seeking the general good, and not trying to establish a clique to dictate to the remainder of the party, it need have little to fear in a free field and a fair contest with the doctrines of Democracy. The fortunes and interests of Hawaii are so bound up with those of the Republican party, that the party can look forward with confidence to the day when election will turn on reason and principles of government and not on prejudice and ignorance.

In the interest of Hawaii, let the fusion of the Democrats and the Independents take place.

A PROBLEM FOR ANTI-MISSIONARIES.

It may be of interest to the missionary haters to figure out how it happens that the only Republican Senator from Hawaii, John D. Paris, is a — missionary's son; that the only Republican Senator from Maui, H. P. Baldwin, is of the same accursed breed; that the only Republican Representative from Maui, C. H. Dickey is a missionary's son-in-law; that one of the two white Republican Senators elected on Oahu, Geo. R. Carter, is a missionary's grandson, and one of the most prominent of the anti-machine men; and that the only white man elected on Kauai, S. W. Wilcox, is the son of a missionary.

Only one man connected with a mission family, who was a candidate for election, Henry Waterhouse, was defeated.

He was a candidate for Senator on the Republican ticket on Oahu, and received 1671 votes. This vote is 362 higher than the highest vote secured by the Democrats, viz: 1309 for J. O. Carter. It is 1097 votes more than were received by Liliuokalani, the tail-end of the Democratic ticket. It is only 322 less than the highest vote for the Independent ticket, 1993 for Kalanialakoua, and is 124 greater than the lowest on the Independent Senatorial ticket.

It does not appear, after all, that the native Hawaiian has yet been fully educated up to his privileges; for, as native Hawaiian voters are in an overwhelming majority in every one of these districts, it is evident that the poor deluded kanakas cast a heavy vote for the blankety-blank missionaries. Their dear friends Humphreys, Gear and Company should see to this.

LIGHT IN DARK PLACES.

It is no pleasure to the Advertiser to go into the scandals of the late Republican campaign but in view of a very palpable attempt to turn the blame for the political defeat of Henry Waterhouse from the men who have earned it, a decent respect for the truth of local history impels us to print some inside data which reveals one at least of these vaunting party patriots in his true light.

In a signed letter A. V. Gear says he did not instigate the petition which, in the midst of the canvass, organized a bolt from Waterhouse. Eleven men have signed statements which show that Mr. Gear not only instigated this disloyal petition but paid for having it carried about. In other words Mr. Gear is flatly contradicted by nearly a dozen witnesses and the hollowness of his boasts of party fealty shown. Further evidences, were it necessary, could be had from the returns of the precincts where the Gear element is strongest and from the admissions of the machine press soon after election. There are also more paid petition-carriers to hear from.

It is easy for Mr. Farrington to deny Mr. Quinn's statement that he said the missionaries were to be "fired," but as the sentiment has run for months through the columns of the Bulletin like a stream of sewage through a mud flat, the accuracy of Mr. Quinn's report will hardly be challenged by anybody else.

"The Least Hair Casts a Shadow."

A single drop of poison blood, will, unless checked in time, make the whole impure. Hood's Sarsaparilla is the great leader in blood purifiers. It casts no shadow, but brings sunshine and health into every household.

Dyspepsia—"For six months my system was out of order with dyspepsia and impure blood. Spent lots of money in vain, but Hood's Sarsaparilla cured me thoroughly." Geo. S. Zappa, Genoa, Neb.

Eruptions—"I had annoying eruptions caused by impure blood, and physicians' treatment failed to benefit. Hood's Sarsaparilla removed them and I am no longer annoyed." W. R. Hudson, Natrona, Pa.

Hood's Sarsaparilla
Never Disappears
Hood's Pills cure liver bile; the non-irritating and only cathartic to take with Hood's Sarsaparilla.

FACTS ABOUT OLAA PLANTATION

The following is a report by W. G. Taylor on Olaa Plantation:

At the request of acquaintances and friends, who desire my opinion of the present status and future prospects of the plantation of the Olaa Sugar Company, I subscribe my name to the following, an account of a careful inspection of the place.

LAND.—The company owns in fee simple, 15,000 acres of first-class sugar lands, and in addition 4,000 acres equally good, under a forty-years lease; in all about 19,000 acres. In addition to this there are several thousand acres, owned by others, well adapted to the growth of cane, and tributary to the company's flumes and mill. About 1,000 acres of this land is planted and under contract to the company, will be ground at their mill.

ROADS.—There are forty miles of good roads traversing the plantation. This includes the Government road and fourteen miles of equally good roads constructed by the company, a boon alike to the sightseer and to those who carry on the outside work of the place.

PLANT CANE.—I visited the various fields which have been planted and find that the cane looks extremely well. The present crop, which will be ground as soon as the mill is completed, comprises 4,025 acres. In addition to this there are 1,000 acres of cane on outside lands, which will also be handled at the company's mill.

LAND UNDER PREPARATION.—About 4,000 acres have been fully cleared, and several hundred acres plowed, for the succeeding crop. This, added to the rotations from the first crop, and to a much larger area of plant cane on outside lands, will make a very large crop for the season following.

WATER.—An abundant supply for fluming the cane to the mill has been developed, showing a flow of 15,000,000 gallons per twenty-four hours during the driest season for a period of twenty years.

FUMES.—A system of flumes will be ready by the time the mill is completed, and will comprise in all thirteen miles of water dume and thirty-six miles of plantation flumes.

SUGAR WORKS.—A large mill is now being built, with all modern appliances, and of sufficient capacity for all future needs. It is well located on the line of the railroad from Hilo, and will be completed by the time the present crop is ready to harvest.

BUILDINGS.—The houses, stables and other buildings on the plantation are improvements of the first order. A new and commodious office is under way, and will be completed in a few weeks. It is located near the mill and railroad, and supplied with a fire-proof vault, suitable rooms for the manager, engineers and bookkeepers, as well as the postoffice.

GENERAL REMARKS.—I saw cane eleven months old which stripped twelve and fourteen feet, and cane of ten months' growth, at an elevation of 1,650 feet, which stripped nine feet.

The land appears to be well located for fluming the cane to the mill.

Irrigation is unnecessary here, as the rainfall is ample. The stand of cane is good, and the growth for the time planted is phenomenal.

The work generally that has been successfully completed since the inception of the plantation, during a period of fourteen or fifteen months, and during the labor troubles, must be seen to be fully appreciated, and is a marvel of well-directed energy and executive ability. Taking into consideration the large area of good cane land, and the economic features of the place, it is apparent that Olaa will be one of the largest, if not in the van, of the large plantations of the Islands, not only in output but in profitable returns. A visit to this property will well repay those interested in this industry.

W. G. TAYLOR.

The Elgin

WORLD'S STANDARD FOR TIME KEEPING.

Should be in the pocket of every wearer of a Watch.

Many years' handling of Watches convinces us, that price considered, the Elgin is the most satisfactory of American Watches.

Cased in
Nickle, Silver, Gold Filled and Solid Gold.

We have a full line and sell them at right prices.

ELGINS reach us right.
ELGINS reach you right.

Elgins stand for what is right in time keeping and lasting qualities, and that is why we are right in pushing the Elgin Watch.

H. F. WICHMAN

BOX 342.

Wilder's Steamship Co. Ltd

S. S. KINAU.
Freeman, master, will sail from Honolulu on Tuesdays at 12 noon, for Kaunakakai, Lahaina, Maui Bay, Kihl, Makana, Kawaihae, Mahukona, Laupahoehoe and Hilo.

Returning, will sail from Hilo on Fridays at 10 a. m., for above named ports, arriving at Honolulu on Saturdays.

S. S. CLAUDINE.
McDonald, master, will leave Honolulu every Tuesday at 5 p. m., touching at Lahaina, Kahului, Nahiku, Hana, Hamoa and Kipahulu, Maui. Returning, touches at above named ports, arriving at Honolulu Sunday mornings.

Will call at Nuu, Kaupo, once each month.

Sails every Monday for Kaunakakai, Kamalo, Maunaloa, Kalaupapa, Lahaina, Honolulu, Olowalu. Returning, arrives at Honolulu Saturday mornings.

This company reserves the right to make changes in the time of departure and arrival of its steamers WITHOUT NOTICE, and it will not be responsible for any consequences arising therefrom.

Consignees must be at the landings to receive their freight; this company will not hold itself responsible for freight after it has been landed.

Live stock received only at owner's risk.

This company will not be responsible for money or valuables of passengers unless placed in the care of pursers.

Passengers are requested to purchase tickets before embarking. Those failing to do so will be subject to an additional charge of twenty-five per cent.

The company will not be liable for loss of, nor injury to, nor delay in, the delivery of baggage or personal effects of the passengers or freight of shippers beyond the amount of \$100, unless the value of the same be declared when received by the company, and an extra charge be made therefor, at or before the issue of the ticket, and freight is paid thereon.

All employees of the company are forbidden to receive freight without delivering a shipping receipt therefor in the form prescribed by the company, and which may be seen by shippers up on application to the pursers of the company's steamers.

Shippers are notified that if freight is shipped without such receipt it will be solely at the risk of the shipper.

C. L. WIGHT, President.
CAPT. T. K. CLARKE,
Port Superintendent.

If the use of one of our registers

Add to your daily profits during a year (300 working days) the sum of

Five cents, it will pay 7 1/2 per cent annually;

Ten cents, it will pay 15 per cent annually;

Fifteen cents, it will pay 22 1/2 per cent annually;

Twenty cents, it will pay 30 per cent annually;

Thirty cents, it will pay 45 per cent annually;

Fifty cents, it will pay 75 per cent annually.

Wouldn't it be a good thing for you to at least investigate our registers?

NATIONAL CASH REGISTER CO.,
DAYTON, OHIO.
F. T. P. WATERHOUSE, Agent.

Pacific Mail Steamship Company.

Occidental & Oriental S.S. Co.

and Toyo Kisen Kaisha.

Steamers of the above companies will call at Honolulu and leave this port on or about the dates below mentioned:

For Japan and China.		For San Francisco.	
HONGKONG MARU	NOV. 20	DORIC	NOV. 13
CHINA	NOV. 27	NIPPON MARU	NOV. 20
DOHIC	DEC. 5	RIO DE JANEIRO	NOV. 30
NIPPON MARU	DEC. 13	COPTIC	DEC. 8
RIO DE JANEIRO	DEC. 21	AMERICA MARU	DEC. 15
COPTIC	DEC. 29	PERKING	DEC. 25
AMERICA MARU	JAN. 6	HONGKONG MARU	JAN. 1
PERKING	JAN. 13	CHINA	JAN. 8
GABRIEL	JAN. 20	DORIC	JAN. 15
HONGKONG MARU	JAN. 27	NIPPON MARU	JAN. 22
CHINA	FEB. 3	RIO DE JANEIRO	FEB. 12
DOHIC	FEB. 10	COPTIC	FEB. 19
NIPPON MARU	FEB. 17	AMERICA MARU	MARCH 6
RIO DE JANEIRO	MARCH 4		

FOR GENERAL INFORMATION, APPLY TO

H. Hackfeld & Co., Ltd.

AGENTS.

WORK FOR HAYWOOD

Chamber of Commerce
At Washington.

HE WILL REPRESENT IT

Planters' Association Commissioner
To Assist Local Merchants
Also.

William Haywood, special representative of the Hawaiian Sugar Planters' Association at Washington, has also been selected for similar service by the Honolulu Chamber of Commerce. The latter organization will share the expense of retaining Mr. Haywood at Washington.

The matter was brought up by Mr. Schaefer yesterday at a meeting of the Chamber of Commerce, who mentioned the appointment of Mr. Haywood by the Planters' Association, suggesting it might be well for the chamber to have him look after its affairs at Washington. Upon motion of J. B. Atherton, seconded by W. M. Giffard, Mr. Haywood was unanimously appointed as the Chamber of Commerce's representative.

His work will be to watch whatever business the chamber may be interested in at Washington, or any matter in which the business community's welfare is concerned. Shipping matters will also come in for a share of his attention.

The chamber met in the forenoon to discuss several matters of importance. The meeting was called by Secretary James G. Spencer. Bad telephone service compelled the meeting to be opened almost an hour after it was scheduled to commence work.

The secretary had to abandon the use of the telephone in reminding the Chamber of Commerce members of the meeting, and went from office to office to inform them.

W. F. Allen, president, called the meeting to order. There were present F. A. Schaefer, T. Rain Walker, J. B. Atherton, R. F. Lange, H. A. Isenberg, H. E. Wally, Robert Lewers, W. M. Giffard and C. M. Cooke.

The name of D. R. Isenberg was presented for membership. Secretary Spencer then read the following acknowledgment of the gift of the Chamber of Commerce to the Galveston flood sufferers, which has already appeared in the Advertiser:

"Executive Office, State of Texas, Austin, October 13, 1900.

"Gentlemen—I am directed by the Governor to acknowledge the receipt of your telegram, advising him of the transmission to him of three thousand three hundred dollars, being a contribution of the merchants of Honolulu for the relief of the storm sufferers on the Texas coast, and to express his sincere thanks for this generous donation, and to assure you that the beneficiaries of the same will ever gratefully remember this liberal action on their part. Yours very truly,

"N. A. CRAVENS,
Private Secretary.

"To Messrs. Jos. B. Atherton, Paul Isenberg and Robert Lewers, committee, etc."

Correspondence between High Sheriff Brown and Superintendent of Public Works McCandless was reported on the congestion of traffic on certain streets leading to the waterfront. Correspondence between the chamber and various railway systems, acknowledgments from the latter to thanks sent by the Chamber of Commerce for courtesies extended Hawaii at the Omaha Exposition were also read. A balance of \$75 left over from the subscriptions to the Omaha Exposition fund was reported and ordered turned into the general treasury fund.

WHY THE CABLE IS NOT BEGUN

Mystery Surrounding Dealings
In Connection With it
Deepens.

The mystery which is permitted to surround all the dealings in connection with the proposed Pacific Cable service seems to be deepening, notwithstanding all the attempts to unravel it. The last reports of the Board, which were to be kept a secret, has in part leaked out, says the Melbourne Age, and the most important point is the conclusion arrived at the effect that unless the "joint purse" system was adopted so as to include the Eastern Extension Company's business the cable would be a financial failure. This, taken in connection with the statement made in writing by Lord Selborne on the subject on behalf of Mr. Chamberlain, in July, 1899, is of importance.

In clause 26 of the despatch referred to, indicating the intention of the British Government in connecting with the proposed Pacific cable, the following occurs: "There is no intention of working the cable on other than commercial line and at remunerative rates."

To ensure the latter, it is now known the "joint purse" is a necessity, and hence, unless the Eastern Extension Company will join, the prospects of obtaining an early completion of the Pacific cable and a consequent reduction of rates can only be regarded as remote. As a fact, it is well known that the Eastern Extension has finally decided to have nothing to do with the "joint purse" proposal, though, doubtless, private negotiations are still being attempted to bring this about.

DAY OF THE WINDJAMMER NOT SHORTENED BY STEAM

America Astonishes the World With New Fashions In
The Biggest Sailing Vessels Ever
Set Afloat.

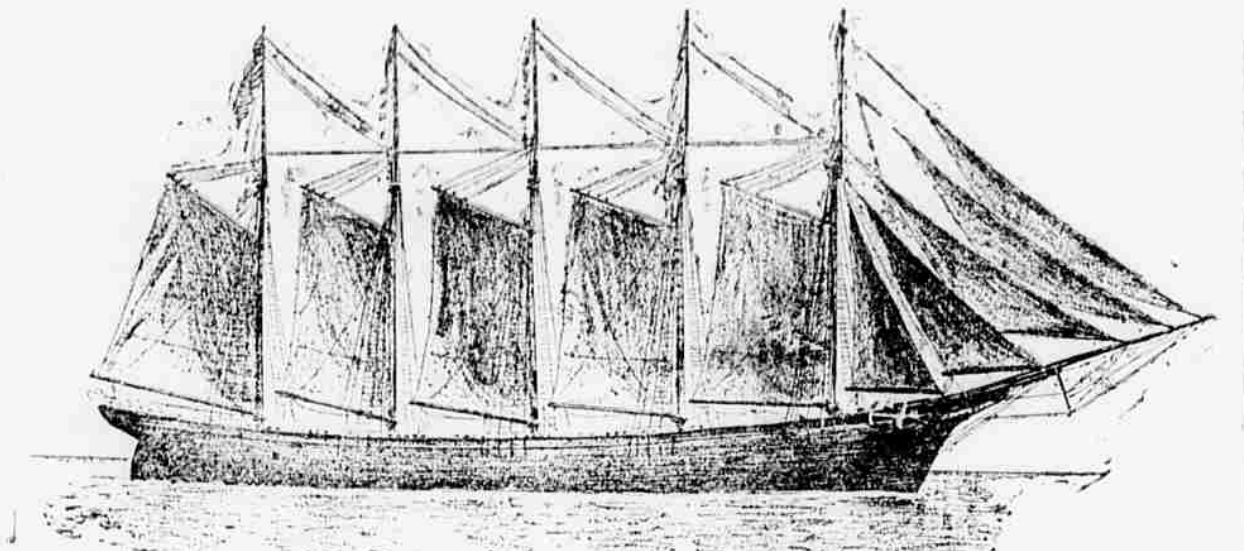
Having the conclusion on the development of the past few years there is nothing extravagant in the prediction that American sailing vessels will ere long have fully regained their supremacy among the world's wind-propelled craft, says the Scientific American. Statistics show, to be sure, that the decrease of American sail tonnage has been, during the past few years, proportionately as great as that of other maritime nations, but this is due almost solely to the passing from existence of old wooden hulks, which are now arriving at the termination of their period of usefulness in great numbers. The other side of the picture is vastly different. The problems presented by high-priced fuel and other conditions have proved that there is yet a field of work for the sailing vessel, and five and six-masted wooden schooners and steel sailing vessels are being constructed to meet the new requirements, and doubtless to prove, in their way,

ters on this side of the Atlantic. During the fiscal year which ended June 30, 1899, Bath built more merchant tonnage than any other customs district in the United States, and moreover she built more tonnage of this character than was turned out in any entire State of the Union, save Maine. Only three districts in the United States turned out more than 20,000 tons. The showing is as follows: Bath, 43 vessels, aggregating 46,625 tons; Philadelphia, 37 vessels, aggregating 37,625 tons; Cuyahoga (Cleveland, O.), 13 vessels, aggregating 34,467 tons. Bath is also, in proportion to population, the leading ship-owning city of America, there being 12 tons of shipping per person owned in that city.

ARTHUR SEWALL AND COMPANY.
The steel sailing ships have all been built by the firm of Arthur Sewall & Company, of Bath. The Sewall yard was first established in the first quar-

ter, and she has a neat well plan, and each of her four masts is 100 feet or over above the main deck. The lower masts and topmasts are of steel in one length. Some of the spars are also of steel, including the three lower yards on each mast. The vessel cost over \$150,000 and is sailed by a captain, four mates, engineer, sail maker, cook, steward, twenty seamen and eight boys—thirty-seven men in all.

The Edward Sewall, the fourth and last of the steel ships to be turned out up to date by the Sewalls, is only slightly larger than the ship Arthur Sewall, just described, but is thus entitled to rank as the largest steel sailing vessel ever built in America. She also is shipshape rigged and is 355 feet in length, 45 feet beam, 25 feet depth and 23 feet draught. She is a two-decked vessel with poop and forecabin and two deck houses for the crew and donkey boiler. Her lower mast and topmasts are of steel, each in one piece, and measure 110 feet above deck. The vessel carries a total of thirty-four sails and cost over \$150,000.



FIVE-MASTED SCHOONER HELEN MARTIN. LENGTH, 251 FEET 6 INCHES; BEAM 44 FEET 8 INCHES; DEPTH, 20 FEET 9 INCHES; TONNAGE, 2,265.

quite as successful and profitable as their predecessors.

These new vessels are considerably larger than the clipper ships with which American shipbuilders started the shipping world about the middle of the century. In fact, most of the steel sailing vessels now being turned out at Bath, Me.—long famous as the home of the clipper ship—are in excess of 350 feet in length, whereas the "Great Republic," the largest of the old clipper ships, was but 325 feet long and carried but 4,000 tons as against 5,000 tons, which is the average capacity of the new vessels. The sailing vessels of recent construction, both wood and steel, have made some wonderful speed records and have easily discounted the performance of that one-time pride of the shipbuilders, the "Red Jacket," which sailed from New York to Melbourne, 12,720 miles, in 69½ days, or the "Sovereign of the Seas," which covered 5,331 miles in 22 days.

FIRST AMERICAN IRON SHIP.

It must not be supposed that the sailing vessel of steel construction, or rather metal construction, is an absolute innovation. Early in 1852 there was launched at the shipyard of John Roach, at Chester, Pa., the "Tillamook," a full rigged iron ship, the first metal sailing ship built in the United States and one of the first turned out anywhere in the world. The "Starbuck" was also the first sailing vessel in the world to carry metal masts. She was 273 feet in length, 42 feet beam, and 26 feet of hold. She was of somewhat over 2,000 tons burden and cost \$150,000. The seaworthiness of the iron sailing ship was early proved by the behavior of the "Starbuck" in a terrific gale around the Falkland Islands, when her iron masts neither broke nor stranded, and the general efficiency of this class of craft is attested by the fact that the vessel in question is to-day trading around the world.

As to whether the lately renewed activity in the construction of sailing vessels is to be permanent or temporary there is a wide divergence of opinion, even among men in the shipping world, and consequently it is equally uncertain whether the steady decrease in the sail tonnage owned in the United States can be stemmed.

SHIP BUILDING IN MAINE.

The full meaning of the discovery of new usefulness for sailing vessels is in no wise better attested than by a glance at the condition of the shipbuilding industry on the coast of Maine—long the center of this branch of the industry. Shipyards which had been closed for years have been re-opened during the past twenty-four months and other plants have been improved in equipment and materially enlarged. In 1899 there were completed in Maine vessels aggregating almost 75,000 tons burden, but the industry gradually declined until in 1897 the total output was but 5,000 tons. In 1898, however, the revival set in and the year closed with a showing of almost 30,000 tons. This total passed the 50,000 ton mark for the calendar year 1899, and during that year the port of Bath alone turned out almost 40,000 tons.

Indeed, the port of Bath has since the renewal of activity, regained the first rank among the shipbuilding cen-

ter of this century, and since the launching of the brig "Diana" in 1823 more than a hundred vessels have been turned out. About six years ago the Sewall yard was transformed to a plant for building steel ships, and the "Dirigo," the first vessel of this class which they completed, bore the distinction of being the first steel sailing vessel ever built in America. The steel for this initial vessel was imported from Glasgow, but the material for the later vessels has been secured in America. The "Dirigo" has already made some remarkably speedy voyages.

The steel sailing ships "Erskine M. Phelps," "Arthur Sewall," and "Edward Sewall," which followed the "Dirigo" from the yard of Sewall & Company are each upward of 3,000 net tons burden. In general design all three are practical duplicates. The "Arthur Sewall" may be taken as a fair example. She is 354 feet in length over all, 45 feet beam and 25 feet depth of hold. When loaded she draws about 22½ feet of water. The whole construction of the vessel is strong and rigid, and she will fully meet the requirements of any of the classification societies. She is a two-decked vessel, and both the lower and main decks are continuous, extending throughout the entire length of the vessel. The main deck is plating throughout, and the lower deck for about 200 feet amidships.

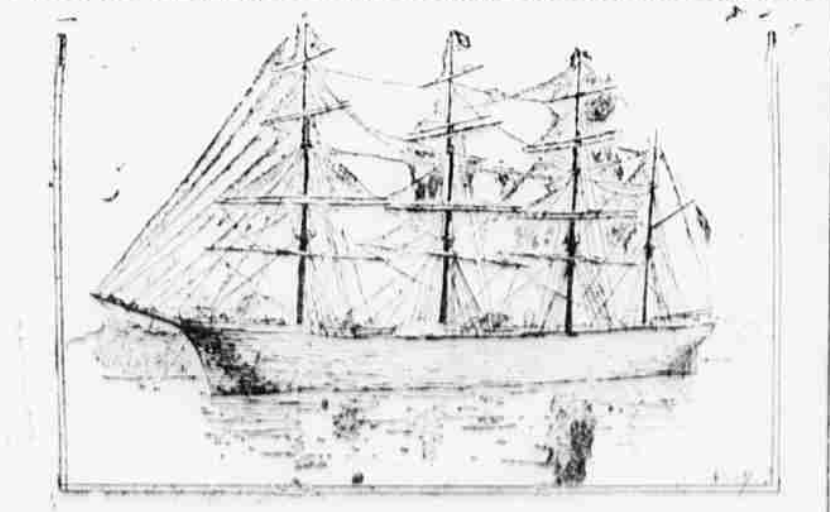
Two commodious steel deck houses are provided. One is 46 feet in length

FIVE-MASTED SCHOONERS.

The wooden sailing craft have in their recent increases in size kept pace with the development which has characterized their steel prototypes. When it was proposed to build a five-masted schooner as a successor to the three and four-masted craft which had been in service for many years previous to 1898, the suggestion was laughed at in many quarters. Nevertheless five-masted vessels were constructed and proved a success. The same prophecies of failure greeted the plan, later, to construct a six-masted schooner, but the fall of 1899 will see the entrance into commission of the first latter class of carrier.

The pioneer five-masted schooner was the Nathaniel T. Palmer. She is 283 feet in length, 44 feet beam and 22 feet deep, and spreads 10,000 yards of canvas. A vessel which, when she went into commission early in 1899, was the largest fore and aft schooner ever constructed for ocean service, was the five-masted craft constructed by H. M. Bean, of Camden, Me., for Capt. J. G. Crowley, of Taunton, Mass. A number of capitalists are interested with Captain Crowley in this large vessel, which cost \$90,000, and the vessel men who have been talking of the speedy decline, if not the total disappearance of wooden sailing vessels have had some difficulty in reconciling with their theories the fact that such men as Henry W. Crampton, of the large Philadelphia shipbuilding firm, are among those who have put money in this and similar ventures.

The five-masted schooner construct-



EDWARD SEWALL—LARGEST STEEL SAILING SHIP BUILT IN AMERICA.

ed at Camden, Me., is 315 feet in length, 44 feet beam, and 21½ feet depth. The spread of canvas aggregates 10,000 yards, and the vessel will carry 1,000 tons of coal on a draught of 22 feet. The frame of the vessel is Virginia oak, and the planking inside and out of Georgia pine. There are 6½ Oregon pine masts, each 112 feet long. The diameter of the foremast is 29 inches, while each of the other four masts is 18 inches in diameter. The vessel is lighted throughout with electricity and heated by steam, and has all the latest improved equipments, including steam steering gear and two sets of screw anchors. Like a number of other large schooners of this class, she is engaged in the coal trade between Philadelphia and New England ports.

The five-masted had recently been completed and Captain Crowley opened negotiations with Mr. Bean for the construction of a six-masted schooner, and work on this monster craft was commenced in the autumn of 1899. The vessel, which will cost when completed \$100,000 and will have a capacity for carrying 1,500 tons of cargo, will be ready to enter service late in the summer of 1900. The huge schooner is 330 feet in length, 45 feet beam, 23 feet depth of hold, and will draw 22 feet of water when loaded. Her lower masts of Oregon pine are each 116 feet long, and her topmasts are each 25 feet in length. Wire rigging will be used exclusively, and four commodious houses are provided on deck. The pumps of the vessel are capable of discharging 1,000 gallons of water per minute, and the chains and anchors are exactly the same size as those placed on the new battleship Kearsarge.

THE CHESAPEAKE.

Perhaps the subject of the new era dawning for American sailing craft should not be dismissed without a word regarding the increased attention which the Navy Department is devoting to training ships. The remodeling of the Hartford has lately attracted considerable attention, but of far greater moment is the new training ship Chesapeake, lately completed at the yard of the Bath Iron Works, at Bath, Me. The Chesapeake is the first steel sailing vessel built in this country, and the only sailing vessel which has been built for the United States Navy since the sixties. The ship, which is full-rigged, is 225 feet in length, 37 feet beam, has three decks and 16½ feet draught, and 1,200 tons displacement. She will spread 20,000 square feet of canvas.

FIXING PUNCHBOWL.

Streets on the Slopes Being Repaired By Territory.

Superintendent of Public Works McCandless states that the Street Department is repairing the streets along the Punchbowl slopes in a systematic manner and that the streets which have been complained of the most—Kinai, Punchbowl and Miller—will receive attention.

The men are now working up School street and will come into Kinai street shortly, thence down Miller street, and make them passable for stormy days.

VILLAGE BLACKSMITH SAVED HIS LITTLE SON'S LIFE.

Mr. H. H. Black, the well known village blacksmith at Grahamsville, Sullivan county, N. Y., says: "Our little son, five years old, has always been subject to croup, and so had have the attacks been that we have feared many times that he would die. We have had the doctor, and used many medicines, but Chamberlain's Cough Remedy is now our sole reliance. It seems to dissolve the tough mucus and by giving frequent doses when the croupy symptoms appear we have found that the dreaded croup is cured before it gets settled. There is no danger in giving this remedy, for it contains no opium or other injurious drug, and may be given as confidently to a babe as to an adult. For sale by all dealers and druggists, Benson, Smith & Co., Ltd., agents, H. T.

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Chemical Balances.

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A large stock of

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ALWAYS ON HAND.

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Only the highest grade of ALCOHOL 95% is used in the analysis made by the HAWAIIAN GUARANTEE CO.

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When you want the Best Hay, Feed or Grain, at the Right Price, order from

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